ontestants Will Be Permitted to Practise on Hillside Avenue, but Others Will Be Arrested for Speeding—Grand Stand to Seat 3,000 Speedators—Gossip.

The committee in charge of the time trials to be run at Jamaica on June 5 in connection with the Long Island subway celebration has announced that ne practising on the course will be permitted except by cars that ments will be made so that drivers who are to be contestants will be allowed to try out siders attempt to exceed the speed limit duty along the stretch of road that will be

A. R. Pardington, chairman of the conest committee of the Long Island Autoprobile Club, who is helping with the pre-J. Wagner, assistant secretary of the com-mittee in charge, have had a number of conferences with the police authorities of the district and made arrangements for relicing the course. Mr. Wagner declared sesterday that he expected the entry list would pass the one hundred mark and be the largest one ever received for an automobile event in this country. He predicted that many famous cars and drivers would compete in the races. The cars will proceed along Hillside avenue after crossing the finishing line and will return to the starting point another road.

The telephone arrangements have been made and the plans for the grand stand have teen handed over to the builders. The stand will have seating accommodations for 3,000 spectators and will be three times as large as the grand stand at the last Vanderbilt cup race in 1906. John Leonardi, a racing enthusiast of Jamaica, has offered provide garage accommodations for the racing cars without charge on the day of he time trials. Most of those who have talked about entering cars in the events have said they were most interested in the one mile events, but the two miles and one ilometer events are sure to attract many

The Monroe County Automobile Association has definitely selected June 24, 25, 26 and 27 as the dates for the motoring carnival in the Pennsylvania mountain region around Stroudsburg. It is planned to have the Philadelphia motorists compete in an endurance run to Stroudsburg, travelling through Doylestown, Easton, Portland and ine Delaware Water Gap, while the route planned for the endurance run from New York will lead through Tarrytown, Middlestown, Port Jervis, Milford and Bushville, houle J. Bergdoll, the young Philadelphia driver who won the amateur race in the Automobile Club of America's Ormond Beach race meet last March, has driven over the course to be used for the straightaway time trials and predicts that very fast time will be made over it.

trials and predicts that very fast time will be hade over it.

The orphans day outing committee of the long Island Automobile Club has sent the following letter to all members of the Brooklyn organization:

The Long Island Automobile Club will hold its annual orphans day outing Wednesday, June 10, at Luna Park. If you have children of your own you know how thoroughly they enjoy an outing in your automobile; you can sympathize with their ecsiatic anticipation of the day at dear old coney Island, and we feel sure that if you were with us on orphans day the last few years you realized that their enjoyment must be multiplied many times to adequately measure the joys of anticipation and of realization of such a day for the walfs and strays in the varous charitable organizations of our beloved borough.

The orphans day outing is a fixture with the Long Island Automobile Club—it has come to stay—and the committee for 190s ask you to join with us in making it an even greater success this year. The children of various institutions, regardless of denomination, are taken in automobiles to toney Island for the day, where lunch is served, and they are given a good time generally. To do this two things are necessary—cars to carry the children and the funds to provide amusement and refreshments. The liessrs_retimen, who provided an excellent funcheon for the children last year at cost, have most generously offered luncheon for soil gratuitously this year.

We enclose two postal cards, one to be used if you can promise one or more cars; the other—don't fail on this one—authorizing the treasurer to charge your account with \$2\$ to provide for the rest of the children and the general expense. Many of our members expressed their regret last year when it was all over that they had not added their mite toward the day's enjoyment, and we hope that you will 'do it now,' so that the committee may know as early as may be just how many children they can provide for .400 this year.

Instead of following the time honored custom of engravin

for. We carried But has year and want opported for 1,000 this year.

Instead of following the time honored custom of engraving the names of the perfect score drivers on the sliver trophy offered by the Norristown Automobile Club it has been decided to meit the trophy and give medals to the drivers. There were fifteen perfect scores and the decision was left with the drivers who went through the contest without penalty. They voted to have the trophy made into medals, which will be done. The drivers and cars that made the perfect scores are as follows: William M. David, Maxwell: D. F. Templeton, Rec; J. Ellwood Lee, Cadillac: Frank Stutzinger, Mitchell; Charles Mann, Buick; Frank B. Wildman, Stoddard-Dayton; W. C. Longstreth, Maxwell; J. A. Beideman, Rec; John E. Mountain, Winton; W. C. Jackson, Mitchell; Joseph F. Graham, Ford; A. H. Bitner, Rambler; M. B. Brewn, Rambler; Ray McNamara, Premier, and Edward C. Benson, Aperson.

It is very evident that the importers of foreign cars intend to make every effort to retain their hold on the American market, as several of them announced last winter they would meet the prices of the best American cars. The method of selling imported cars in this country has changed materially during the last couple of years. Where in the early days of automobiling the importers bought a car at a time, at a consequently high price, to resell in this city, the best European machines are now sold by branch houses or direct representatives of the factories. By eliminating the profits of the numerous middlemen through whose hands the cars formerly passed it has been possible for the importers to meet the makers of the standard American machines on an equal footing so far as price is concerned. Two concerns in particular, the Hotchkies and Flat importers, have made arrangements to bring over a large number of cars from the famous Paris and Turin factories, which will enable them to quote even, better prices than those of a number of the old established and famous makes of this country.

Motorists who find that the muffers and

Motorists who find that the muffiers and exhaust pipes of their cars need painting are advised to use the following compound: Boiled linesed oil, 1-5 pound; Japan varnish, 1-5 pound; spirits of turpentine, 2-5 pound; lamp black, 1% conces; pure powdered graphite, 1% conces; powdered oxide of manganese, 3% of an ounce. The Japan varnish and linesed eil should be first mixed together, then add in the order named and stirring all the time the lamp black, the graphite and the manganese. The solids must be added slowly while the mixture is being stirred briskly. The mixture should be thinned dewn with the turpentine as it thickens. The paint must be applied at once, as it dries fast, and stirred every time before the brush is dipped. The muffier ought to be thoroughly cleaned and painted while hot.

Physicians have been users of automobiles ever since cars were first introduced in this country, and the regard of medical men for motor vehicles has in creased since medium powered and moderate priced machines have been manufactured in this country. In discussing the advantage of physicians using automobiles Dr. A. H. Robinson of Kenosha. Wis., says: "Two years experience with an automobile in my practice after eighteen years experience with a horse has convinced me that I can do double the amount of work with an automobile and yet have more time for recreation. After eighteen years of faithful service I do not wish my old horse to fall into unkind hands, but if he were to die I never would buy another but would use two automobiles. I have never had an accident with my Rambler and have never been towed in and the car has always gone on its own power, although the first thing I did with it was to make a 2,000 mile trip. I expect it to run as well for two seasons more."

As most members of the community have setten over blaming all their troubles on the recent financial disturbance, the tellers hard luck stories must find something else blame for their misfortunes and a number the croakers are blaming automobiles for their business districtles. A short time ago busted Chicago leweller said the spread of utomobiling had been largely responsible or the failure of his concern and now a picture caler makes the following assertions:

"There is little or nothing being done by he picture dealers. Not only has the volume of sales materially decreased, but it is ex-

tremely hard to make collections. One of my pairons with whom I have had business relations held me up on the matter of a comparatively small bill which was overdue, and a day or two later I saw him enjoying an outing in a new automobile, which he had lest purchased though he has three others.

"I have bought several pictures from men who wanted the money for motor cars. Walls which have contained five or aix paintings now are occupied by three or four, and these are separated with remarkable ingenuity so that the effect of the display continues to be good. Pictures have always been considered a luxury and automobiles used to be so considered, but the conditions seem to have changed and with the automobile in the necessity column there is little chance of supplying luxuries in the shape of motor cars."

The desire for racing has spread to northern Africa and some one kilometer time trials were recently held by the Algerian Automobile Club. The cars raced slong a road between Algiers and a nearby town and M. Gerin made the fastest time, 29 seconds, with a Renault.

Arrangements are being made to establish an automobile stage line between Durham, N. C., and Chapel Hill, where the University of North Carolina is located. Heretofore the only way of reaching Chapel Hill was to walk or hire a carriage, and it is expected the new line will be very popular.

It is reported that a number of defeated candidates for city offices of Monterey, Cal., hired a couple of automobiles the day after election and after decorating the machines with a legend reading "Salt River Route" rode around through the main streets of the city.

The Automobile Club of Washington has suggested to the District Commissioners of the actional capital that the minimum age limit for drivers of automobiles should be raised from 18 to 18 years. Many complaints have been made that the very young drivers send their cars along too fast and are much too reckless to be permitted to drive cars. The Louisville Automobile Club is trying to have the Park Commissioners of that city open Jacob Park to motorists without restrictions.

AUTOMOBILE NOTES.

Times have surely changed and the status of the automobile with them. A few years ago it was a big thing for a car to cross the continent and even until now it has been the custom to make great preparations for such a trip. A car starting from coast to coast usually carries an expert driver and mechanic; it is equipped in all manner of ways for a strenuous campaign and new parts are waiting for it at various points on the journey. The time appears to have arrived, however, when there are men and cars equal to starting out on the trip wholly as a matter of pleasure, with no fuss whatever. A case of this sort is that of K. C. Barroll of Chicago, who is driving from Los Angeles to New York with his family in a 40 horse-power American Locomotive car. Mr. Barroll made no preparations beyond those for ordinary touring and has no repair suppiles waiting for him anywhere. In fact his little jaunt would not have been known about at all had he not casually mentioned that he would drive to New York when ordering his car sent to Los Angeles.

That "bugaboo" of the retailer, the second hand proposition, has solved itself this year, and without apparent effort. Many a seller of automobiles at the beginning of the season vowed not to entertain any trade in propositions, and they have only begun to wake up to their evident error of judgment. As to wake up to their evident error of judgment. As a rule the dealers in the better class of cars have a waiting list of customers for the machines they decide to accept in trade, but in any case these traded in cars don't last long, for the ever increasing second hand brigade aboort hem very rapidly. Hustrative of the present situation is the condition at the Mora Motor Company's New York branch house. Mr. Burke, the manager, has done considerable trading in during the last few months and at one period assembled quite a garage full of "seconds" of all makes and grades. He figured it something of a problem to get rid of them and closed down on sales with the trade in provise some time ago. Last week, however, the last of them went, and customers clamoring for more. He has been forced to advertise for assoond hand cars to fill his orders, as it is very good business policy to look after the wants of this line of trade. The satisfied user of a second hand car soon becomes the regular purchaser of the newer brand. Right in line with this decision comes the good news of the occupation of the new plant at Newark, N. Y., by the Mora Motor Company. This gives greatly increased facilities for the rapid turning out of the Mora sizes, so owners who decide to turn in their present machines in order to become assured of rapid delivery.

Nothing could give a better idea of the estern a rule the dealers in the better class of cars have a

Nothing could give a better idea of the esteem in which the Locomebile is held than a list of the cars that are in daily use for department work in the large cities. Some have been in service for years. Fire Chief Lally's car in Brooklyn has been in active service since 1904; Fire Chief Swingley's car in St. Louis has been running since 1905. The list is as follows: New York Dock Department, 1906 "E" Locomobile: New York Dock Department, 1907 "E" Locomobile; New York Dock Department, 1907 "E" Locomobile for Commissioner Spooner; New York Board of Water Supply, 1908 "I for Commissioner Bensel, (appointed for life); New York Finance Department 1905 "E," Mr. Read; New York Finance Department 1905 "E," Mr. Read; New York Finance Department 1905 for Commissioner Metz: Finance Department 1808 "E." Mr. Read, New York Finance Department 1808 for Commissioner Metz; New York Department of Public Works, 1806 "E"; New York city, Borough of Richmend, for President Cromwell, 1806 "H"; New York City Department of Gas and Electricity, 1808 "D"; Brooklyn Fire Department, 1807 "H", Commissioner Wise; Brooklyn Police Department, 1807 "E", Inspector Titus; Brooklyn Police Department, 1807 "E", Rorough of Queens); Bridgeport Fire Department, 1808 "E" for Chief Mooney; St. Louis Fire Department, 1808 "E" for Chief Mooney; St. Louis Fire Department, 1907 "E"; St. Louis Underwriters Salvage Corps, 1908 "I."

Fire Department, 1905 "E" for Chief Swingley:
St. Louis Fire Department, 1907 "E"; St. Louis
Underwriters Salvage Corps, 1908 "I."

"I told you so." That much maligned phrase
is now doing duty on a sutomobile row: on the
right side of the ledger, however, so there is no
need for worry, although if events had allaped
themselves differently it would have been paraded
just the same.

The automobile business is good without question and every house in the greater city is having
its share according to its respective merits.
Some there are who are in that happy or unhappy
state of whistling for deliveries with nothing forthcoming but the answering echo.

Gen. John T. Outting of the Oldsmobile Company
of New York states that he is really astonished
at the eagerness with which the public has absorbed
practically everything in sight. No one with a
knowledge of all that has passed since the dark
days of a few months ago can help but ponder on
what the fiture has in store.

The big factories are being pushed to the limit
to meet immediate necessities, while the powers that
be, behind them, are mentally chastising themselves
for their-lack of foresight in not grasping the actual
situation. Gen. Cutting was one of the few stalwarts
in this territery last fall to voice his confidence in
the public. He had the courage of his convictions
and the consequence is that the Oldsmobile sales
are in an enviable position to-day. He is urging
the Oldsmobile factory to do its utmost to ravor
the New York market, and many a choice delivery
is being shipped this way.

One of the big t're companies has made public
the intoduction into its practice this year of a
new construction method designed to overcome
a most frequent, cause of trouble in all makes of
tires—the ilability of the tread to blister and separate from the carcass as a result of hard drivings.
It was determined that this feature of weakness
was due to the fact that the process in universal use
of hand wrapping the tread onto the carcass prior
to vulcanizing did not appl

Courtesy to customers has done its share toward building up the big Autoear following, according to W. C. Evans, the New York branch manager of the Ardsmore, Pa., plant. Courtesy in its automobile sense takes the form of dollars and cents, and it is not as a rule welcomed with any degree of delight at the door of the average salesroom. It is sometimes very difficult to differentiate between the customer who has genuine cause for camplaint and the impostor, and in trying to do the right thing the dealer often gets badly stung. On the whole Mr. Evans states he gets along fine, particularly with the hundreds of Autocar runabouts in the hands of physicians hereabouts. The sum represented by "courtesy" figures quite respectably by the end of a season, but as a rule it comes back with interest in the form of new sales in ever increasing territory.

George Ade has just bought a Mitchell roadster and has had it shipped to his country home, Hazelden, Brook, Ind. Ade when not writing plays or travelling spends his leisure time in a motor car. He is the owner of several big touring cars, but bought a roadster as that he could run it himself. When Ade bought his first car six or seven years ago he called it the "Rolling Peanut." His second 'car was given the name of "Wabbling Walnut." The Mitchell will be called "The College Widow."

In addition to the Lexier care already in use by the various city departments, Foster Croweil, Commissioner of the Department of Street Cleaning, has recently taken delivery of another Loxier car for his own use. Gen. Bingham of the Police Department has also selected a Loxier car for the use of Deputy Police Commissioner Baker of Brooklyn. The Police Department car is one of the 60 horse-power chain drive models, being a duplicate of the Morris Park racer, being fitted, however, with a regular body suitable for the department work.

INTERSCHOLASTIC SPORT

OPENING OF CURTIS FIELD TO BE CELEBRATED ON MAY 23.

Mayor and Many Other Dignitaries Will Be Invited to Attend Exercises—Winners in Baseball Tournament—Class Athletics —The High School of Commerce Crew.

The Board of Education passed a resolution The Board of Education passed a resolution last week to have the new Curtis athletic field at St. George, Staten Island, formally opened on May 23, when the High School championships will be held there. It is planned to have a celebration of some note. Mayor McClellan, Comptroller Metz, President McGowan of the Board of Aldermen and many other of the city officials will be invited to attend. Two school bands will contribute their part, so that music at least will not be

lacking.

Although this will be the formal opening of the field, it has been used for several weeks, everything but the dressing rooms being completed. These will accommodate sev-eral hundred boys, and are fitted out with numerous lockers and shower baths. They are situated under the grand stand, which extends along the entire length of one side of the field. With brick walls and a concrete floor they are about the largest and best equipped of any athletic field in the city.

It is because of these fine accommodations that the field was chosen for the championships in preference to some others which have larger tracks.

The track itself is constructed of dirt

and is five laps to the mile with no straight-away 220 yard stretch, so that it is hardly to be expected that any records will be broken. Some of the schoolboy athletes would prefer to have the meet at Brooklyn Field, which has a four lap cinder track. The series to decide the district championships of the elementary school baseball tournament has finally been completed after tournament has finally been completed after having been delayed for several days by the spell of rainy weather last week. Public School 10, which won the championship last year, again appears in the list of winners. Public Schools 24 of Manhattan and 58 of Queens, which won the championships of those boroughs in the last tournament, are also successful thus far. Public Schools 6 of Manhattan and 144 of Brooklyn won the championship in their respective districts. These teams were reported early in the season to contain champiouship material.

The Borough of Richmond has only one district athletic league, and as the champion of this league will also be the borough champion the series will not have to be completed until somewhat later. The list follows:

Borough of Manhattan—D. A. L. 2. Public School

School 171.

Borough of Brook'yn—D. A. L. 1, Public School 70;
B. A. L. 5, Public School 146; D. A. L. 8, Public School 138; D. A. L. 11, Public School 128; D. A. L. 12, Public School 146; D. A. L. 15, Public School 144; D. A. L. 17, Public School 10.

Borough of The Bronz—D. A. L. 10, Public School

D. A. L. 29, Public School 58; D. A. L. 22, Public School 54.

The records for chinning the bar in the elementary schools class athletic competitions show a marked increase over those of last year. Public School 7 of Queens distinguished itself in the record of its senior class, which is more than twice as large as the previous record held by Public School 32. The three schools sending in the highest records for the work of each class were officially tested by officers of the league, and in a number of cases the official tests showed better results than the ones made by the schools themselves.

A trophy is given to the school in each borough having the highest average. In Manhattan this goes to Puplic School 19. Public School 32 of The Bronx got the highest average in every class. The records in each borough are as follows:

Borough of Manhattan—Fifth year, Public School 7.

sverage in every class. The records in each borough are as follows:

Borough of Manhattan—Fifth year, Public School 7, 10.51 times; sixth year, Public School 7, 10.71 times; seventh year, Public School 19, 10.86 times.

Borough of The Bronx—Fifth year, Public School 22, 11.17 times; sixth year, Public School 19, 10.86 times.

Borough of The Bronx—Fifth year, Public School 32, 11.56 times; eighth year, Public School 32, 16.56 times; eighth year, Public School 32, 16.56 times; eighth year, Public School 32, 14.60 times.

Borough of Brooklyn—Fifth year, Public School 9, 8.89 times; sixth year, Public School 106, 14.41 times; seventh year Public School 106, 14.41 times; seventh year Public School 106, 15.87 times; eighth year, Public School 22, 14.60 times.

Borough of Queens—Fifth year, Public School 11, 12.3 times; seventh year, Public School 66, 12 times; eighth year, Public School 7, 33.35 times.

The Public Schools Athletic League has announced its intention of giving buttons for swimming under conditions similar to those on which buttons are awarded for running, jumping and chinning the bar.

The Public Schools Athletic League has announced its intention of giving buttons for swimming under conditions similar to those on which buttons are awarded for running, jumping and chinning the bar. Just what these conditions are and what the qualifications for winning the button will be was not given out. The matter will be brought before the high schools games committee, which meets next Tuesday, and the details will be estiled then.

Following the example of the high schools games committee that of the elementary schools has appointed a sub-committee to simplify the eligibility rules. The committee consists of Runee, Roberts and Bildersee. Two representatives, one from each committee, met in Dr. Guliok's office on Friday afternoon, but nothing was accomplished and further action was postponed until Tuesday's meeting.

Owing to many events which have already been crowded in the programme for the high school championships, it is improbable that the proposed races for the training school can be added. When it was decided to grant the school's request the celebration of the coening of Curtis Field was not counted on. This will probably take up so much time that the games will not be finished until late in the day.

The annual tennis championship tournament of Boys' High School will begin on May 25, and will probably be played on the courts of the new Brocklyn field, Avenue K and East Fifteenth street. As now arranged the play will be entirely in singles, but if a sufficient number of entire is received the championship in doubles will also be decided.

Adelphi Academy defeated the Boys' High defeated Burehard, Boys' High, 6-3, 6-4; Valentine, Adelphi, defeated McElvars, Boys' High, 6-3, 6-4; Valentine and Balley, Adelphi, defeated Burchard and Coffey, Boys' High, 6-4, 6-4.

In a dual meet between the University of Pennsylvania freshmen and a combined prep school team at Philadelphia last Wednesday Roy Mercer of George School made a pole vault of 12 feet 3; inch, breaking the world's interscholastic record for t

No. 5, which was the soat the Nonpareil Boat club's shells and takes practice spins several times a week on the Harlem. It is made up as follows: Garvin, bow; Groff, 2; McCahill, 3; Koegler, 4; McWilliams, 5; Thompson, 6; Harnishfeger, 7; O'Niel, stroke; Kremer, cox-

Harnishreger, 7; O'Niel, stroke; Kremer, coxswain.

The following requirements for membership to the Curtis High School track team
were decided upon at a recent meeting of the
team: 100 yard run, senior, 11 3-5 seconds;
100 yard run, junior, 12 seconds; 220 yard run,
senior, 26 seconds; 220 yard run, junior, 27
seconds, 440 yard run, 58 seconds; 880 yard
run, 2 minutes 18 seconds; mile run, 5 minutes 18 seconds; high jump, 4 feet 8 inches;
broad jump, 16 feet; shot put, 30 feet, and pole
vault, 7 feet 6 inches.
Better times were made at the Boys High
class games on May 6 than in any since those
meets were first held.

A new first class sprinter who will compete
in the championships has turned up in Ringer
of Commerce. He ran the 220 in 22 3-5 seconds
at the dual meet between that school and the
Columbia freshmen last week.

Long Island Regatta Events. The Long Island Rowing Association will hold its annual regatta on Flushing Bay on Saturday, July 11. The following is the programme of races: Junior single sculls, senior single sculls, junior four shell (Fagle cup), senior four shells (Walter cup), junior four gig (Rogers cup), intermediate four gig, junior single gig quarter mile dash (Tighe cup) and junior eight shell. All the events are open to amateur oarsmen, except the junior four shell and junior single gig quarter mile dash, these two races being for Long Island Association clubs only. The Long Island Rowing Association will

Every American Mors that we have sold has proved absolutely satisfactory after months of steady test. Every American Mors owner

The American Mors cars stand up and do their work day after day.

They are built to last, and they do last, and we can prove it to you.

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14-18 H. P. Coupe Landaulette..... \$3,500.00 24-32 H. P. Touring Car..... \$4,000.00 40-52 H. P. Touring Car \$5,000.00

We have on hand a number of 1907 "AMERICAN MORS" cars taken in trade for new cars. All in guaranteed condition at attractive prices. Particulars furnished on request.

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, L. A. HOPKINS, GENERAL MANAGER.

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I The Six-cylinder 50 H P. Shaft-drive LOZIER MOTOR CAR for 1908 possesses all those admirable features which are fast establishing the NEW LOZIER MODELS in the public favor as one of the world's REALLY HIGH-CLASS MOTOR CARS.

With cylinders 4 x54 inches, the great power, dexibility and smooth running of the motor and car, make it an ideal automobile for the discriminating purchaser.

I Those who favor the "SIX" should see the LOZIER, and especially the dainty, racy BRIARCLIFF SIX-CYLINDER RUNABOUT, with detachable tonneau—the handsomest runabout of the year.

IMMEDIATE DELIVERY IN ALL 1908 MODELS

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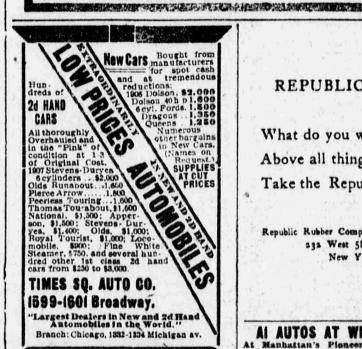
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Firestone Tire & Rubber Co., Akron, O. (Branch Address) 233 W. 58TH STREET, NEW YORK CITY. Telephone Columbus 5980.



Boston, May 16 .- Another entry has been

Hoston, May 16.—Another entry has been received for the Bermuda race, namely that of the schooner Venona, recently purchased by E. J. Bliss of Boston. The Venona is 65 feet over all, 45 feet water line, and will sail in Class C. She won the Indian Harbor Yacht Club ocean race last summer from Greenwich to Jamestown. The entry of the cutter Alga, in Class C, as announced about a week ago, has been withdrawn owing to circumstances beyond the control of her owner.

Lafayette Wins a Close Meet. Easton, Pa., May 16.-Lafayette defeated State College in a track meet, in which until the last event was determined the outcome was in doubt, here this afternoon. Lafayette won, 58 to 51. REPUBLIC TIRES.

What do you want in a tire? Above all things, strength. Take the Republic, then.

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AI AUTOS AT WINTER PRICES.

At Manhattan's Piencer Antomebile Establishmeat.

Chance to take advantage of our early purchases and save hundreds of dollars. OUR RIND are getting SCARCE, so don't wait!

Hotchkiss Tourabout, \$1,400; Touring Hotchkiss, \$1,500; Charron-Girardot-Voigt, \$2,500; Mercedes ("28-32"), \$1,200; Packard, \$1,200; Pierce ("28-32"), \$1,800; Packard, \$1,200; Pierce ("28-32"), \$1,600; "48," \$2,700 1907 Stoddard-Dayton, \$1,500; Autocar, four cylinder, \$350; Renault ("4-20") Runabout, \$850; 1906 Locomobile ("35"), \$1,600; Stevens-Duryea, six cylinder, \$2,250; Panhard ("18"), \$1,000; Royal Tourists, \$1,000-\$1,200; 1007 Bulck Runabout, \$850; Bulck ("24"), cost \$2,260, at \$1,250; Loziers, \$1,800-\$2,400; Winton Runabout ("30"), \$550; Rainter Limousine, \$1,250; Maxwells, Runabouts, Touring 1906, 1907, cheap. Factory on premises. other unusual opportunities. Demonstra

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Imported and dom stotic new and used; all styles
Racy Runabouts Touring, closed, semi-Limou
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How Does It Come That the



Will Out-Live and Out-Wear Any Other Car Built?



Model G.-4-Cylinder Touring Car. \$2,000

Do you realize that this question is being asked wherever automobiles are being sold?

Do you realize that the new test and the true test of automobile construction is: "How long will this car last?"

Do you know that buyers are pointing to the experience of 16,000 Cadillac owners and demanding to know why other cars do not last as long?

Do you know that they are no longer satisfied with mere speed, but want the long life of the Cadillac as Well?

The Cadillac Company began preparing for this change in the public demand the first year of its existence.

It insisted then that no car could last more than a butterfly life which was not synchronized in every essential part-down to one onethousandth of an inch if It insisted that no such perfect fit and balance could possibly be secured in any assembled car.

It insisted that nothing short of the enormous expenditure for special machinery represented in the Cadillac plant could build a car which, like the Cadillac, would keep going continuously.

The Cadillac Company proved that this was true by building 16,000 cars which have never gone out of commission; and it is proving it again by building a 4-cylinder car which has no equal in the world for endurance and long life.

All these points which are vital to you as a possible buyer we can only hint at here.

I But mark our words-the day of the one-season-car has gone, and the day of the longlived car has come with the Cadillac.

I Get the full facts from your Cadillac dealer.

Cadillac Motor Car Co., Detroit, Mich., U. S. A.

New York City, Brooklyn, Jersey City, N. J., Newark. Bridgeport, Conn., Stamford, Conn.,

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